

Flying Operations

C-130 AIRCREW TRAINING

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COMPLIANCE WITH INSTRUCTIONS IS MANDATORY.

SUMMARY OF REVISIONS

Clarifies Active Duty Service Commitment policy, changes recurrency/requalification requirements, eliminates ground training phase periods, changes Egress Training requirements, adds ground training requirements for Combat Camera Aerial Photographers and Medical Technicians, changes FARRP qualification guidance, deletes SCATANA, changes name of Basic Survival and Combat Survival Training, changes Combat Mission Profile for some MC-130P crewmembers, adds NVD refresher, changes ISOPREP requirements for formal school instructors, changes IFF/SIF and Safe Passage to 17 month event, changes Buffer Zone to 6 month event, adds hanging harness training, adds hanging harness with ACDE as a mission ready event, adds Local Area Survival as a grounding event, changes Marshalling Exam guidance, deletes Authentication/Ops codes for CSO, adds egress with ACDE as a mission ready event, changes name of AERPS to ACDT, makes minor change to proration table, deletes celestial requirement for MC-130P, adds C-130E sortie for AC-130H/MC-130E/P navs, allows some MC-130E EW events to be logged in WST, adds Inflight Refueling as a special mission event for MC-130H Navigators, changes terminology for MC-130H close interval operations documentation, clarifies MC-130E/H CRS/CDS pilot requirements, clarifies C-130E qualification documentation guidance, adds ground training requirements for Flight Surgeons, revises flight surgeon flying training requirements, changes Helicopter Aerial Refueling from an evaluation to an instructor certified event for MC-130E Flight Engineers, changes flight examiner certification requirements.

OPR: HQ AFSOC/DOTA (Capt Smith)

Certified by: HQ AFSOC/DOT (Col Damron)

Pages: 34

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AFSOCI 11-403, 1 January 1998, is changed as follows:

1. Write-in Changes:

Page	Para	Line	Action
6	1.5.		Replace paragraph with " <b>Active Duty Service Commitments (ADSC).</b> Formal training conducted per this instruction, resulting in initial qualification, requalification, or upgrade in crew position, will incur an active duty service commitment per AFI 36-2107. For Officer and Enlisted aircrew members, in-unit training substituting for an AFCAT 36-2223 course (full or part-time), which changes the individual's crew qualification (i.e., awards a new AFSC, including prefixes and suffixes) is an ADSC incurring event (EXCEPTION: Upgrade to Flight Examiner). Miscellaneous upgrades, which only qualify a crewmember in specific mission profiles (i.e., NVG Landing, Air Refueling, etc.) are not considered ADSC incurring events. Unit training officers will coordinate with the servicing Military Personnel Flight (MPF) to ensure the individual acknowledges the ADSC to be incurred by signing the Air Force Form 63, Active Duty Service Commitment Counseling Statement. This action will occur prior to the individual entering training. Upon course completion, the unit training officer will notify the MPF the individual has completed training and the MPF will update the ADSC in the Personnel Data System (PDS). NOTE: Due to the extended nature of some in-unit upgrades, ADSCs will be effective upon completion of the training or 120 days after the first flying event, whichever occurs first."
6	1.6.5.	4	Delete the 4th sentence which begins "A core mission event..."

9	1.7.1.13		Add the following paragraph: “*1.7.1.13. If the training requires an ADSC per para 1.5, include the statement ‘Individual acknowledged receipt of ADSC by signing AF Form 63 on <date AF Form 63 signed>.’”
10	1.7.5.2	1	Replace “eligibility periods” with “currency”
13	2.2	4	Insert the following prior to existing last sentence of paragraph: “The secondary method requires use of formal school courseware and a waiver from the appropriate waiver authority as listed in Table 1.1.”
14	2.5.4.	2	Delete third and fourth sentences of the existing paragraph.
28	4.13.6.	6	Replace “instructor/Flight Examiner” with “another qualified”
31	4.16.2.3.		Add new paragraph: "4.16.2.3. Flight Engineers, Loadmasters and Radio Operators may credit a Combat Mission Profile on NVG flights below 3000 feet AGL in conjunction with an ARCT/TOT/TOA to an Helicopter AR (actual or simulated), airdrop (actual or simulated), Inflight Refueling, or airland event."
32	4.16.5.4	5	Replace “2 months” with “6 months”
57	5.2	2	Change “(8 months for ANG and 12 months for AFRC)” to “(12 months for ANG and AFRC)”
60	5.11	3	Delete last sentence.
60	5.11.1	1	Delete “flying”
60	5.11.2		Delete entire paragraph
69	A1.2.5		Add the following paragraph: “*A1.2.5. During initial CDTQT the crewmember will practice egressing the aircraft with ACDE/AERPS donned.

**2. Page insert changes.** Remove/Insert the following pages: Revised material is indicated by an asterisk (\*).

<b>Remove</b>	<b>Date</b>	<b>Insert</b>
15-26	1 Jan 98	15-26
37-42	1 Jan 98	37-42
47-52	1 Jan 98	47-51
55-56	1 Jan 98	55-56
61-64	1 Jan 98	61-64

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completion of the appropriate AFSOC Form 672 or 19 AF Form 14, Training Progress Record, and satisfactory completion of the applicable MDS written qualification examination. Newly assigned aircrew members must also complete unit/theater indoctrination requirements IAW chapter 1. After conversion, aircrew members may maintain previous Phase I qualifications in the C-130 at the discretion of the gaining unit commander. Aircrew members entered into conversion training will complete training within 2 months (4 months for ARC) after the first flight of the training program.

**\*2.7.1. Pilot Conversion Training.** In-unit conversion training is authorized when changing from C-130E/H and EC-130E/H to any other AFSOC mission C-130 aircraft (except MC-130H). In unit conversion training is also authorized when changing from AC-130H/MC-130E/P to C-130E. The following events will be taught prior to pilot's conversion examination: copilots will see demonstration of simulated 3-engine takeoff (except AC-130), and 2-engine approach and landing; pilots will train to a 3C level in simulated 3-engine takeoff (except AC-130) and 2-engine approach and landings; IPs will train to a 3C level in simulated 3-engine takeoffs (AC/EC-130 pilots perform in C-130) and 2-engine approach and landings.

**\*2.7.2. Navigator Conversion Training.** In-unit conversion training is authorized when changing from C-130E/H and EC-130E/H to MC-130P aircraft (non-SOFI only). In unit conversion training is also authorized when changing from MC-130E/P to C-130E.

**\*2.7.3. Flight Engineer Conversion Training.** In-unit conversion training is authorized from C-130E/H and EC-130E/H to any other AFSOC mission C-130 aircraft (except AC-130U or MC-130H). In unit conversion training is also authorized when changing from AC-130H/MC-130E/P to C-130E.

**\*2.7.4. DELETED.**

## Chapter 3

## MISSION QUALIFICATION TRAINING

*Section A - Scope*

**3.1. Overview.** This chapter establishes the minimum training requirements for completing mission qualification and requalification. Conduct mission requalification IAW Table 4.11 and this chapter.

**\*3.2. General Requirements.** The primary method of mission qualification is to complete the appropriate formal training course listed in AFCAT 36-2223. Completing the appropriate formal course satisfies the training requirements of this chapter. When attendance is not practical or quotas are not available, units may request waivers to conduct in-unit (secondary method) mission qualification training using formal school courseware. The secondary method requires use of formal school courseware and a waiver from the appropriate waiver authority as listed in Table 1.1. Prior to certification or performing unsupervised primary aircrew duties, newly assigned personnel must complete a unit/theater indoctrination program per chapter 1 of this instruction.

**\*3.3. Time Period for Secondary Method Mission Qualification.** Active duty aircrew members (primary or supervisory) must complete in-unit (secondary method) qualification or requalification training within 4 months (normally 12 months for ANG and AFRC) from the date of their first ground training session or first flight (whichever occurs first). Active duty individuals will start training within 6 weeks after reporting for duty, ARC individuals will normally begin training within 60 days or second UTA after reporting for duty. The provisions of AFI 11-401 and AFI 36-2214 apply to aircrew members who fail to qualify under the requirements of this chapter. Individuals unable to complete mission qualification within these limits may continue training; however, their units will notify HQ AFSOC/DOT, (AFRC units through channels to HQ AFRC/DOT and ANG through channels to ANGRC/DOT, with information copy to HQ AFSOC/DOT) with a description of the difficulty and expected qualification date. AETC units will forward this information to HQ AETC/DOF with information copies to HQ AF/DOS and HQ AFSOC/DOT.

*Section B - Prerequisites***3.4. Training Prerequisites:**

3.4.1. Aircrew members must meet the prerequisites of the appropriate formal school course described in AFCAT 36-2223. Request prerequisite waivers IAW AFSOCI 11-401. IAW AFCAT 36-2223, HQ AETC/DOF is the approval authority for students attending MC-130H and MC-130P formal school courses.

3.4.2. Aircrew members requalifying in a unit's mission will comply with the appropriate mission requalification course prerequisites and incur an active duty service commitment for mission requalification IAW AFI 36-2107. If there is not a separate mission requalification course, these aircrew members will comply with the initial mission qualification course prerequisites.

3.4.3. The following chart is based on total flying hours and C-130 hours. It shows the minimum requirements to be trained and evaluated as a mission aircraft commander (MP). If the requirements below are not met, train and evaluate the individual as a mission copilot (MC).

<b>Error! Reference source not found.Total Flying Time (Hours)</b>	<b>C-130 Hours*</b>
1,900 or more	200
1,600 - 1,899	300
1,300 - 1,599	400
1,000 - 1,299	800

\* For the purpose of this instruction, any type C-130 aircraft and aircrew with a designated low-level mission, except for AC/EC-130. For AC/EC-130: any type C-130 aircraft.

### *Section C – Ground Training Requirements*

**3.5. Ground Training Requirements.** Satisfactory completion of the appropriate AFCAT 36-2223 formal training course satisfies the requirements of this paragraph. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and will include the following ground training:

**3.5.1. Academic Training.** As delineated in applicable courseware.

**\*3.5.2. Written Examination.** A written examination must be completed before the end of mission qualification flying training. Formal school End Of Course (EOC) examinations satisfy this requirement (Group stan/eval or equivalent examinations also fulfill this requirement). When completed by the student, the exam will be graded and corrected to 100 percent. The minimum passing score is 85%. The formal schools will not forward their examinations as part of the courseware for secondary method qualifications. When mission qualification training is completed by secondary method, the student will complete the appropriate group stan/eval or equivalent examination.

**3.5.3. Flight Deck and Cargo Compartment Familiarization.** Aircrew members must be given flight deck and cargo compartment familiarization. Place emphasis on the location and function of all switches and controls required for all emergency procedures.

**\*3.5.4. Ground Egress Training.** Aircrews will complete initial ground egress training during initial qualification training. All crewmembers will receive training prior to their first flight. Actual hands-on training will be accomplished in the aircraft and will include opening the crew entrance door, a paratroop door, an emergency escape hatch, a pilot's swing window, and the ramp and door. A qualified instructor loadmaster, flight engineer, or certified contractor is required to be present during opening of the ramp and door.

**3.5.5. Intelligence Officers.** Intelligence Officers on flying status will accomplish the same ground training requirements as the DSOs as defined in Table 4.1.

**\*3.5.6. Combat Camera Aerial Photographers.** Combat Camera Aerial Photographers designated as '9D' will comply with Flight Surgeon ground training requirements IAW Table 4.1 (EXCEPTIONS: ACDT [LS04] and CDTQT [LS05]). In addition, Combat Camera Aerial Photographers require Self Aid Buddy Care [G941] every 24 months.

**\*3.5.7. Medical Technicians.** Medical technicians are designated operations support personnel. However, due to their frequent exposure to the risks associated with military flying, they do have certain requirements. As a minimum, medical technicians will maintain currency in the following ground training items: Flight Physical [PP01], Physiological training [PP11], ground egress (for any/all MDS they are expected to fly) [LS08], and life support equipment training [LS06]. Documentation will be maintained at the squadron to which they are attached for flying.

### *Section D - Flying Training Requirements*

**3.6. Flying Training Requirements.** Satisfactory completion of the appropriate AFCAT 36-2223 formal training course satisfies the requirements of this paragraph. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware or HQ AFSOC/DOT approved courseware and the guidance below:

**3.6.1.** Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, the training sequence may be changed by the unit commander. Exception: 19 AF/DO is the syllabus waiver authority for formal training at the 58 SOW.

**3.6.2.** There should be minimum time lapse between training missions, and every effort should be made to complete mission qualification training requirements within the prescribed time period.

**3.6.3.** Crewmember requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position. Comply with restrictions in AFSOCI 11-202.

**3.6.4.** Conduct flight evaluation IAW AFSOCI 11-408.

### 3.7. Mission Specific Requirements:

3.7.1. **AC-130 Requirements.** AC-130H/U navigators and fire control officers (FCO) will have 500 hours AC-130H/U time and maintain at least an instructor qualification prior to entering dual navigator/FCO mission qualification training.

3.7.2. **EC-130 Requirements.** Conduct qualification and mission qualification requirements training in-unit with 193 SOG courseware. Aircrew members must comply with the following:

3.7.2.1. All aircrew members will complete qualification training requirements prior to mission qualification certification or flight evaluation.

3.7.2.2. Mission qualification flying training may be accomplished concurrently with qualification training.

3.7.2.3. All aircrew members in mission qualification training will accomplish training items under the supervision of an instructor qualified in the EC-130 aircraft.

\*3.7.3. **DSO/Intel Officer Requirements.** All direct support operators (DSOs), and intel officers on flying status in mission qualification training will accomplish training items under the supervision of a qualified DSO instructor on that specific aircraft.

3.7.3.1. Intel officers assigned to aircrew UMD positions with an "X" prefix are allowed to fly on all AFSOC aircraft. They will maintain qualification and fly for pay only on the MC-130H. When flying aircraft other than the MC-130H, they will log the "X" crew position and "other" time.

\*3.7.4. **FARRP.** FARRP training will be conducted IAW AFSOC Form 672 or 19 AF Form 14. All MC-130E/H crew members will accomplish Phase I (academics) training during initial mission qualification. Aircraft commanders and flight engineers will accomplish phase I and III training to gain FARRP qualification. Loadmasters and hose deployment personnel (HDP) will accomplish phase I, II and III to gain qualification.

\*3.7.4.1. Phase I FARRP training is classroom training.

\*3.7.4.2. Phase II FARRP training is hands-on training which simulates a FARRP by performing all FARRP tasks without aircraft engines running.

\*3.7.4.3. Phase III FARRP training (certification) consists of an actual demonstration of a FARRP under the supervision of an instructor.

### *Section E - Aircraft Conversion Training*

**3.8. Phase Two Conversion Training Requirements.** The only crew positions authorized for in-unit conversion training for phase two are: loadmasters, communication systems operators, and aerial gunners. Accomplish in-unit conversion training for aircrew members by completing the AFSOC Form 672 or 19 AF Forms 14 for conversion training and satisfactorily completing the unit written mission qualification examination for the appropriate crew position.

3.8.1. **Loadmaster Conversion Training.** In-unit conversion training is authorized between the AC-130H and AC-130U aircraft or MC-130E and MC-130H aircraft.

3.8.2. **Communication Systems Operator (CSO) Conversion Training.** In-unit conversion training is authorized between MC-130E/P aircraft.

3.8.3. **Aerial Gunner Conversion Training.** In-unit conversion training is authorized between the AC-130H and AC-130U.

3.8.4. **DSO Conversion Training.** Once qualified in either an AC-130H or AC-130U, DSO conversion training is authorized between AC-130H/U. Once qualified in an MC-130E, MC-130H, or MC-130P, DSOs may convert between MC-130E/H/P.



## Chapter 4

### CONTINUATION TRAINING

#### *Section A - General*

##### **4.1. General Requirements:**

4.1.1. Requirements in this chapter satisfy the minimum flying and related ground training requirements established by HQ USAF and HQ AFSOC, HQ AETC, and HQ 19 AF to maintain currency. Individual proficiency may require a greater number of events. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency. All flying training events are derived from AFSOC mission requirements which correspond to AFSOC METLs, unit METLs, and formal school syllabus training requirements. Any flying training that doesn't support AFSOC METLs, unit METLs, or formal school training should be questioned and reviewed by the unit commander.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. In planning and scheduling training missions, units will develop realistic mission scenarios to maximize training benefits on each mission.

4.1.4. When more than one event is required during a training period, commanders must ensure that flying training events are spread as evenly as possible over the training period.

4.1.5. Accomplish events identified as night requirements during the hours of darkness. Additional night events accomplished that exceed night requirements may be credited as day or total events unless otherwise indicated.

4.1.6. Aircrew members will not log continuation training requirements in events in which they are unqualified.

\*4.1.7. Semiannual/Quarterly training events accomplished on a satisfactory qualification, mission qualification, special mission, or requalification evaluation may be credited toward the individual's semiannual/quarterly currency/volume requirements.

\*4.1.8. For qualifications requiring instructor certification, the event resulting in certification and each event there after may be credited towards currency/volume requirements.

**4.2. Prerequisites.** Aircrew members who maintain basic qualification status must have completed qualification training (Phase I). Aircrew members who maintain mission ready or mission capable status must have completed mission qualification training (Phase II).

##### **4.3. Training Requirements:**

4.3.1. **Ground Training.** All aircrew members will comply with the applicable requirements of table 4.1.

4.3.2. **Prorating Training Requirements.** Prorate aircrew member flying training requirements for individuals following completion of basic qualification, mission qualification, requalification, and upgrades to a new special mission qualification, or are not available for flying duties due to PCS, non-flying TDY, DNIF, emergency leave, or other unavoidable circumstances which prevent the individual from flying. Aircrew members who enter training after the start of the training period may be prorated. Prorate individual requirements based on the number of full calendar months left in the training period. Use table 4.2 to determine the number of sorties and events required for an individual after proration.

4.3.2.1. After a PCS, stop prorating requirements when the individual receives their PCS station medical clearance from the Flight Surgeon (AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*).

4.3.2.2. Accept flying training events from previous squadrons with the same MDS, do not prorate the months that you accept flying training events.

4.3.3. **Flight Training.** All aircrew members who maintain basic, mission ready, or mission capable qualification status must accomplish all applicable training requirements of table 4.3. Mission ready and mission capable aircrew members will also comply with the following:

4.3.3.1. Basic qualification aircraft commanders maintaining mission ready copilot status will maintain aircraft currency as an aircraft commander IAW Table 4.3 and mission currency as a copilot IAW the applicable mission ready requirements.

4.3.3.2. Mission capable aircrew members will accomplish at least 50 percent of the applicable mission ready requirements from tables 4.4 through 4.12.

4.3.3.3. Mission ready aircrew members will accomplish all of the applicable mission ready requirements from tables 4.4 through 4.12.

4.3.3.4. Individuals maintaining navigator/FCO or IR/ALLTV dual qualification will accomplish 50 percent of the requirements shown in table 4.4 or 4.5 for each position.

\*4.3.3.5. Semiannual Requirements are events required at intervals of 6 months, January-June and July-December, unless otherwise specified.

\*4.3.3.6. Quarterly Requirements are events required each calendar quarter.

**\*4.4. Recurrency/Requalification Training.** Recurrency training is training an aircrew member must accomplish under the supervision of an instructor when currency has been lost. The event resulting in recurrency and each event thereafter are creditable for the current training period. Conduct requalification training under the supervision of an instructor or flight examiner when an aircrew member is non-current in excess of six months.

4.4.1. **Basic Currency/Requalification.** Failure to accomplish a basic currency item that is required every calendar month or 60 days, as appropriate (table 4.3, Note 1), or the semiannual requirements of table 4.3 results in the loss of basic currency (Note: if a C-130E/H qualified crewmember fails to accomplish the semiannual C-130 Sorties [B481] per table 4.3, the crewmember is only non-current/unqualified in the C-130E/H). Basic recurrency/requalification training requirements are shown in table 4.10. Individual proficiency will dictate the number of events to be flown with an instructor or flight examiner to satisfy sortie delinquency (as a minimum, one sortie will be flown).

\*4.4.2. **Core Mission Currency/Requalification.** Failure to accomplish all mission currency events that are required every quarter or semiannual period results in loss of mission currency. Loss of currency in certain events does not mean loss of mission currency in all events. Tables 4.4 through 4.9 denote which events result in loss of currency in an event, subarea, or mission; however, non-currency in any core mission event in excess of six months results in loss of mission qualification. Mission recurrency/requalification training requirements are shown in table 4.11. Loss of mission currency or qualification does not affect basic currency or qualification.

4.4.3. **Special Mission Currency/Requalification.** Special mission recurrency/requalification training requirements are shown in Table 4.11.1. For special mission qualifications which only require an initial certification by an instructor (as outlined in table 5.1), currency/qualification may be regained by showing proficiency in that event to an instructor. Loss of currency/qualification in a special mission event does not affect mission currency/qualification.

**\*4.5. Multiple Qualifications.** Refer to AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program Organization and Administration*, AFSOC Sup1 for crew positions, evaluation requirements, and approval authority for multiple qualifications. AETC units refer to AFI 11-202, Vol 2, AETC Sup 1, for multiple qualification requirements

4.5.1. Multiple qualified aircrew members must complete 100% of the requirements of table 4.3 Semiannual Basic Qualification Training Requirements. Volume may be completed in either aircraft, but currency must be maintained in each aircraft. Example: A sortie must be accomplished every 60 days in each MDS. Multiple qualified individuals will maintain Mission Ready status by completing 50% of the mission requirements for each MDS in which qualification is maintained.

\*4.5.2. Pilots, Navigators, Flight Engineers, and Loadmasters may satisfy the basic qualification currency requirements of table 4.3 in either their primary aircraft or the C-130E/H. If basic semiannual currency is lost (failure to complete the requirements of table 4.3), it is lost for both aircraft. Lost basic semiannual currency training may be regained in either aircraft. Pilots, flight engineers, and loadmasters (exception: MC-130E/H loadmasters) must complete at least two aircrew proficiency sorties in the C-130E/H semiannually. Failure to complete at least two aircrew proficiency sorties results in lost currency in the C-130E/H and currency must be regained in the C-130E/H. Currency and qualification are regained in the C-130E/H by performing (to the satisfaction of an instructor) a takeoff, approach, and landing in the C-130E/H for pilots and aircrew proficiency sortie in the C-130E/H for other crew positions as long as basic currency has been maintained in the primary aircraft.

4.5.2.1. CSOs who are multiple qualified in the MC-130P/E may satisfy their currency requirements in either aircraft. If currency is lost, it is lost in both aircraft.

\*4.5.2.2. DSOs and Intel officers on flying status will log 6 combat mission profiles per semiannual period. Missions on any combination of aircraft the operator is qualified in fulfill this requirement (aircraft for which AFSOC is the MCOPR IAW AFI

11-202, Vol 2). To ensure multi-qualified DSOs maintain currency on each airframe, they are required to log one combat mission profile each semiannual period as primary DSO on each aircraft which they hold qualification. Instructors and flight examiners are authorized to credit no more than 3 missions toward semiannual flying training requirements on missions during which they conduct instruction or evaluation (see paragraph 4.12).

4.5.2.2.1. Combat Mission Profile. To credit this event, the DSO provides inputs to the crew that enhance the crew's situational awareness and supports the defense of the aircraft during any portion of a tactical mission. For MC-130E/H/P, this event should be accomplished during the low level portion of the flight. For AC-130H/U, this event should occur during the dry fire portion of the mission.

4.5.3. The following semiannual mission requirements may be accomplished in the C-130:

4.5.3.1. Pilots and copilots may log all maximum effort operations.

4.5.3.3. MC-130P crews only: Qualified aircrew may perform personnel, CDS, and bundle drops (Day only).

### **Section B - Ground Training Requirements**

**\*4.6. General Information.** Table 4.1 designates ground training requirements for all aircrew members. Table notes specify which items are considered either grounding or required for mission ready status. For grounding items, crewmembers will not perform flight duties until the grounding item is satisfied. Crewmembers who are non-current/unqualified in a mission ready Table 4.1 event will only fly on training missions (instructor supervision not required) and will not fly on exercise or contingency missions. Crewmembers who are non-current/unqualified in a training status event will not fly without instructor supervision. *AETC aircrews: Aircrew members must maintain currency in all basic qualification ground events and those mission ground training events required to maintain appropriate mission or special mission qualifications (i.e., Hot Refueling qualified aircrew members must attend Hot Refueling annual refresher training). Formal school OG/CCs and squadron CCs determine (in writing) which mission ground training events must be maintained by unit crew members. Mission ground training events are defined as those events required for AFSOCs mission but not required for basic qualification (i.e., Combat Survival and CDTQT are mission ground training events; Aircraft Anti-Hijack and Ground Egress Training are basic qualification ground training events). Do not confuse mission ground training events with AFSOC events labeled Mission Ready Items. If an AETC aircrew member augments an AFSOC mission, HQ AFSOC/DOT must determine which training the augmentee requires. AFSOC will provide the training so that the augmentee is properly trained or coordinate any required waivers. AETC formal school OG/CCs will forward a copy of the ground and flight (MR or MC) currency training requirements that each crew position in each MDS will maintain to HQ 19 AF/DOS with information copies to HQ AETC/DOF and HQ AFSOC/DOT. Copies of applicable AFORMS tables will suffice. Include a short summary of significant differences between OG required mission ground training events and AFSOC required events.*

4.6.1. **One Time Requirements.** Initial training that does not require refresher training.

**\*4.6.2. Recurring Requirements.** Crew members will comply with the time periods listed in Table 4.1 for recurring ground training requirements. Crew members who are being removed from active flying will comply with AFI 11-202, Vol 1, para 4.8 for Table 4.1 requirements.

#### **4.7. One Time Ground Training Requirements:**

**\*4.7.1. Combat Survival Training [SS01].** Accomplish IAW AFCAT 36-2223.

**4.7.2. Combat Mission Training (Initial) [G071].** Crewmembers will complete initial training in conjunction with mission qualification training. The minimum required material to be included in the course and the knowledge level to be attained are listed in Table 4.12 and AFSOCI 11-207. Aircrew members who can certify that they have previously received initial training in some of the tasked requirements in table 4.12 may credit that training towards completing initial CMT. Intelligence and tactics personnel should conduct this training. AETC aircrew members will complete this training if the Combat Aircrew Training Course is instructed in the formal school as part of the applicable syllabus of instruction.

**4.7.3. Crew Resource Management (Initial) (CRM) [G231].** AFI 11-290, *Cockpit/Crew Resource Management Training Program*, establishes requirements for developing and managing tailored, mission-specific CRM training programs and requires CRM training for all Air Force aircrew members. CRM training builds on the core CRM curriculum areas of situational awareness, crew coordination, communication, risk management/decision making, task management, and mission planning/debrief. Initial CRM training is a two-day course taught at all formal schools. Initial CRM training may be credited for aircrew members that have documentation of initial CRM at the 314 OG C-130 formal school.

**\*4.7.4. DoD High Risk Training [LS14/LS15].** Peacetime Code of Conduct training is required for all AFSOC high risk operators (all aircrew members, special tactics personnel, etc.). High risk is defined as a combination of those operators, because of the nature of their missions, tactics, and Area of Responsibility (AOR), that have a high risk of capture, or due to access to sensitive information, plans or programs, are susceptible to foreign government, terrorist, or enemy exploitation. The training is managed and conducted by the Joint Services SERE Agency (JSSA) as the DoD Executive Agent Action Office or SERE and Code of Conduct Training. LS14 is the identifier for level "B" training and LS15 is the identifier for level "C" training. Level "C" training [LS15] can update Level "B" [LS14] training. Training is available as an exportable Level B course (generally one day) for lower risk operators and as a Level C course (academics and practical application) specifically tailored to unit mission. Both levels of training include information in how to deal with peacetime governmental detention and hostage/terrorist survival. The focal point between JSSA and units requiring training are the AFSOC, wing, and unit Liaison (LNOs). Wherever possible, LNOs will be Air Force SERE Training Instructors, who following JSSA indoctrination and training, have the necessary core skills to effectively run this advanced survival training program. The LNO is responsible to identify operators requiring training to JSSA. JSSA, in conjunction with JCS/J-3SOD and USSOCOM will determine risk and appropriate level of training.

**\*4.7.4.1 Egress with ACDE [LS05].** During initial CDTQT the crewmember will practice egressing the aircraft with ACDE/AERPS donned.

**4.7.5. Forward Area Refueling and Rearming Point (FARRP) Training [G200] (MC-130E/H).** All MC-130E/H crew members will accomplish Phase I FARRP training during initial mission qualification. In addition, FARRP qualified aircraft commanders, loadmasters, HDPs, and flight engineers will receive annual refresher training. Classroom refresher training will review equipment, checklists, and safety procedures. HDPs will accomplish training in conjunction with aircrew training.

**\*4.7.6. Ground Egress Training [LS08].** Aircrews will complete initial ground egress training during initial qualification training. All crewmembers will receive training prior to their first flight. Actual hands-on training will be accomplished in the aircraft and will include opening the crew entrance door, a paratroop door, an emergency escape hatch, a pilot's swing window, and the ramp and door. A qualified instructor LM or FE is required to be present during the opening of the ramp and door.

**\*4.7.6.1. Hanging Harness with ACDE [LS12].** Crewmembers must demonstrate the ability to remove ACDE while suspended in a parachute harness. [LS10] and [LS12] may be conducted concurrently.

**\*4.7.7. Local Area Survival [LS01].** One time event conducted prior to the first flight at home-station to familiarize crewmembers with local emergency equipment and rescue procedures IAW AFI 11-301.

**\*4.7.8. Night Vision Device (NVD) Training (Initial) [VV01].** Initial NVD Training is conducted at the formal school. Training will consist of academic and practical use of current NVDs. As a minimum the course will include: eye physiology, illumination, NVD components and performance factors, testing procedures, and mission planning considerations. Students attending initial mission qualification training at AETC formal schools will attend an initial certification course (if not previously certified) that meets the requirements of this instruction, AFI 11-202, Vol 3, and AFI 11-206, *General Flight Rules*/AETC Sup 1. This includes screening by a flight surgeon for Night Vision Goggle (NVG) adaptability. This course will be completed prior to the individual's initial flight with NVGs.

**4.7.9. Psychological Operations (PSYOPS) (MC-130E/H/P) [G072].** All aircrew members will receive an initial course on PSYOPS during mission qualification training.

**4.7.10. Unit/Theater Indoctrination Training [G001].** Each newly assigned aircrew member will complete a local unit/theater indoctrination program prior to performing unsupervised primary aircrew duties. Design this training to prepare them for the unit's operational mission and will, as a minimum, consist of ground training and a local flight. Refer to paragraph 1.10, Unit/Theater Training, for complete requirements.

**4.7.11. Water Survival [WW01].** Accomplish IAW AFCAT 36-2223.

#### **4.8. Recurring Ground Training Requirements:**

**\*4.8.1. Aircrew Chemical Defense Training (ACDT)[LS04].** AFSOCI 11-301, *Aircrew Life Support Program*, requires initial training within 90 days of arrival to a unit with potential exposure to chemical threats for personnel with no previous ACDT training. AETC aircrew members will complete this training if ACDT is instructed in the formal school as part of the applicable syllabus of instruction. For further guidance, reference Attachment 1 of this instruction.

**4.8.2. Anti-Hijacking [G090].** Accomplish initial and refresher training every two years by reviewing AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*.

**4.8.3. Antiterrorism/Force Protection Training [G110].** This training is directed by the chairman, joint chiefs of staff, and will be incorporated as a requirement to AFI 31-210. All DoD personnel will receive predeployment AT/FP training prior to deployment to OCONUS locations. The goal is to standardize training and preparation actions; and bring consistency throughout the DoD. There are four levels of training. Level I is awareness training for all personnel; level II is for the unit AT/FP resource officer (AT/FP RO); level III is for commanders at the O-5/O-6 grades; and level IV is for O-6 to O-8 wing commander, Joint Task Forces, etc. All AFSOC personnel subject to deployment must receive level I training, conducted by AFOSI by way of force protection defensive briefings and/or level II trained POC, based on chapter 12, DoD 0-2000.12H. All individuals will also receive JS guide 5260, *Service Members Personal Protection Guide*, and antiterrorism individual protective measures folding wallet card. This is a ground training requirement for aircrew members. If an individual is deployed outside of the six month training window, OSI will conduct predeployment processing to ensure all deploying personnel have received level I training.

**4.8.4. Authentication and Operations Code Systems [G081].** Units will develop local training programs and conduct initial and refresher training IAW AFKAO-5, *Instructional Guide for Operations Codes*.

**\*4.8.5. Buffer Zone(BZ)/Identification Zone(ADIZ) Procedures [G075].** Follow procedures listed in USAFEI 11-201, *USAFE Buffer Zone Procedures*, and PACAFI 13-201, *Prevention of Inadvertent Overflight of Non-Friendly Borders*, for all aircrews operating in these theaters.

**\*4.8.6. Chemical Defense Task Qualification Training (CDTQT) [LS17].** Accomplish initial and refresher refresher CDTQT IAW attachment 1. AETC crews do not require this training.

**4.8.7. Combat Mission Training (Refresher) [G070].** Refresher training will contain unit mission, area of operation (AO), and theater specific information. Refer to AFSOCI 11-207 and table 4.12 for guidance about course content. The material in refresher training need only cover areas which are not routinely used and therefore require review. Training may be conducted via a biennial SOPE [G061]. AETC crewmembers will complete this training if SOPEs are instructed in the formal school as part of the applicable syllabus of instruction.

**\*4.8.8. DELETED** (name changed to High Threat, Combat Survival Training).

\*4.8.9. **Crew Resource Management (Refresher) [G230]**.. Refresher training is designed to reinforce the aircrew's CRM academic knowledge and refocus on skills that lead to successful mission accomplishment. CRM skills should be inseparable parts of operational practices. Those aircrew members who attend a simulator refresher course, which teaches CRM refresher as part of its program, can credit their refresher CRM refresher requirement if the training is conducted with a thorough cross section of crewmembers. Otherwise, have a unit facilitator conduct CRM refresher with a thorough cross section of crewmembers at a location of choice. As a rule of thumb, try to have at least one crewmember per crew position present. The cross section in attendance can span other AFSOC weapon systems since shared experiences across the command is valuable and enhances training.

\*4.8.9.1. **Egress Training, Non-ejection [LS08]**. Aircrews will complete initial egress training during initial qualification training. All crewmembers will receive training prior to their first flight. Actual hands-on training will be accomplished in the aircraft and will include opening the crew entrance door, a paratroop door, an emergency escape hatch, a pilot's swing window, and the ramp and door. A qualified life support life support technical expert should be present during this training. A qualified instructor LM or FE is required to be present during opening of the ramp and door. LMs and FEs may credit this event when they accomplish an aircraft preflight.

4.8.10. **Fire Extinguisher Training [G022]**. AFOSH Standard 127-56, *Fire Protection and Prevention*, requires this training upon arriving PCS to a new flying unit. This training will familiarize crewmembers in the use of the type of fire extinguishers onboard their assigned aircraft.

4.8.11. **Flight Physical [PP01]**. Accomplish this event IAW AFI 41-210.

4.8.12. **Forward Area Refueling and Rearming Point (FARRP) Refresher [G201]**. Designated MC-130E/H FARRP qualified ACs, FEs, LMs, and HDPs will receive refresher academic refresher training. Academic refresher training will review equipment, checklists, and safety procedures. HDPs will accomplish training in conjunction with aircrew training. Crewmembers who are overdue this training will not conduct FARRP operations.

\*4.8.13. **Ground Chemical Defense Ensemble [G010]**. Conduct IAW AFI 32-4001. AFRC units will conduct GCDE Refresher every two years (IAW AFI 32-4001/AFRES Sup 1). Not required for AETC aircrews.

\*4.8.14. **DELETED** (name changed to Egress Training, Non-ejection)

\*4.8.15. **Hanging Harness Training [LS10]**. Conduct this training IAW AFI 11-301, *Aircrew Life Support (ALS) Program*. Trains the crewmember to perform critical post egress and parachute malfunction procedures while suspended under the parachute canopy. Aircrew members demonstrate the ability to modify, steer, and land parachutes, and use the personnel lowering device (PLD). Normally, conduct this training in conjunction with Combat Survival Training [LS02].

\*4.8.16. **High Threat, Combat Survival Training [LS02]**. This training will consist of the evasion and survival field training exercise and will also encompass the principles, procedures, and techniques required to use standard life support equipment in a survival situation. All aircrew members will accomplish Combat Survival Training Refresher every 3 years. Refer to AFSOCI 11-301. AETC crews do not require this training.

\*4.8.16.1. **IFF/SIF Identify Friend or Foe/ Selective Identification Frequency Procedures [G082]**. Training will include IFF/SIF loading and operation to include time changeover procedures and IFF on/off lines. This training will include MDS specific equipment operating procedures.

\*4.8.16.2. **Isolated Personnel Report (ISOPREP) [G120]**. Accomplish a review IAW AFI 14-105

\*4.8.17. **Law of Armed Conflict (LOAC) [G100]**. Aircrew members will receive refresher training in the principles and rules of LOAC IAW AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*. At a minimum, training will include subjects required by the 1949 Geneva Conventions for the Protection of War Victims and the Hague Convention IV respecting the Laws and Customs of War on Land of 1907.

\*4.8.18. **Life Support Equipment Training [LS06]**. Accomplish refresher training on life support equipment carried onboard unit aircraft IAW AFSOCI 11-301.

\*4.8.19. **Marshalling Exam [G002]**. Accomplish the marshalling exam within 30 days upon arrival PCS to a flying unit IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. If a crewmember completed the marshalling exam at a formal school enroute to their permanent duty station, this will suffice provided a thorough review of local taxi/parking procedures is included in the unit/theater indoctrination program.

\*4.8.20. **Night Vision Device Refresher [LS16]**. Review common NVG hazards, MDS specific hazards, limitations, and preflight procedures (focusing on eye chart or Hoffman 20/20 tester) with an instructor who is qualified to use NVGs. Completion of Initial NVD Training satisfies this requirement.

\*4.8.21. **Physiological Training (Refresher) [PP11]**. Conduct every three years IAW AFI 11-403. Note: if AFI 11-403 permits a longer currency period, use the AFI 11-403 guidance (at the time of press, a period of 5 years between refreshers is pending in AFI 11-403).

4.8.22. **Pyrotechnic Training [G183] (AC/MC-130P)**. Conduct initial and refresher refresher training IAW AFI 91-202 *Air Force Mishap Prevention Program*. This training will include a discussion of the unit explosive safety operating instruction and applies to loadmasters and aerial gunners.

\*4.8.23. **Radar Refresher Course [G226] (MC-130E/H)**. All pilots, navigators, and MC-130H EWOs will attend refresher terrain following radar refresher course. This training is conducted during pilot simulator refresher course and navigator/EWO refresher course at 58 SOW for MC-130H crewmembers.

\*4.8.24. **Safe Passage [G062]**. Training will include instruction on the following airspace and associated procedures: Airspace Coordination Areas, Restricted Operating Areas/Zones (ROA/ROZ), High Density Airspace Control Zones (HIDAZC), Base Defense Zones (BDZ), weapons free zones, Minimum Risk Routes (MRR). Training should include a discussion on current theater Air Tasking Order (ATO) safe passage procedures for frequently visited theaters.

4.8.25. **Self Aid and Buddy Care [G941]**. Conduct every two years IAW AFI 36-2238.

\*4.8.26. **Small Arms Training [G280(M-9)/G286(M-16)]**. AFSOC fixed wing aircrew members are considered Group C and must qualify on assigned weapons IAW AFI 36-2226, *Combat Arms Training and Maintenance Program*. AFCAT 21-209, *Ground Munitions*, authorizes many types of ground munitions for skill sustainment (proficiency) training. Unit commanders may designate crewmembers as Group B at their discretion IAW the unit security plan (Group B individuals have an annual small arms requirement). If unit commanders designate crewmembers as Group B, they must contact HQ AFSOC/SF to coordinate for extra munitions requirements.

4.8.27. **Special Operations Planning Exercise (SOPE) [G061]**. Conduct IAW AFSOCI 11-207. Consists of a combat mission planning exercise and verification outbrief. Acquaints and refreshes crews with real world mission planning procedures. If possible, conduct SOPEs as an initial assessment in support of an operational or concept plan (OPLAN/CONPLAN) tasking. Tactics and intelligence personnel should prepare the required items and information to minimize the time required by the crew to accomplish the SOPE but maximize the training. Participation in the planning and briefing of an operational, contingency, or exercise mission may be substituted for a SOPE and verification outbriefing. SOPEs are biennial requirements for all crewmembers maintaining mission ready status. This training may credit Combat Mission Training Refresher if applicable items in table 4.12 are covered. AETC crewmembers will complete this training if SOPEs are instructed in the formal school as part of the applicable syllabus of instruction.

4.8.28. **Tactical Employment/Threat Open Book Test [G063]**. All crewmembers will satisfactorily complete a 50 question open book test derived from AFSOCM 11-1, *Tactical Employment*. Minimum passing grade is 85%. Group tactics offices will develop and administer the test IAW local procedures and HQ AFSOC/DOXT guidance. If a crewmember fails this test, the group tactics officer will forward his name to the squadron director of operations who will direct additional training and a retest.

\*4.8.29. **Threat Signal Recognition Training System(TSRTS) [G073]**. AC/MC-130 EWOs, AC/MC-130P pilots and MC-130P navigators will review threat signals on the TSRTS.

\*4.8.30. **Water Survival Training Refresher [LS03]**. Refer to AFSOCI 11-301. Attend water survival training refresher every three years. It consists of "hands on" training for each crewmember with all weapons system specific flotation devices and components available during an overwater emergency. This training emphasizes survivor needs using water survival

related equipment and procedures.. Personnel arriving PCS during a period when water survival training is not available (i.e., winter months), are granted a waiver to this requirement until 60 days following the next scheduled training date. Not required for AETC aircrews.

#### **4.9. Recurring Aircrew Refresher Training Requirements:**

**\*4.9.1. Pilot /Flight Engineer Simulator Refresher [G251].** Pilots and flight engineers qualified in an AFSOC C-130 type aircraft IAW chapter 2 will complete a simulator refresher course as outlined in this instruction at attachment 2. A complete MC-130P crew will attend the MC-130P WST at Kirtland AFB.

**\*4.9.1.1.** ANG unit commanders may exempt an aircrew member (excluding air technicians) if the simulator course is not available or the individual cannot attend the course. ANG personnel who do not attend simulator refresher will conduct a sufficient academic review of refresher training course and fly a proficiency flight emphasizing emergency procedures.

**4.9.1.2.** Simulator refresher training is not required for aircrew members who will not be flying the same or similar aircraft beyond 4 months after their due date.

**\*4.9.1.3.** Instructors may credit simulator refresher when they instruct a full simulator refresher course.

**4.9.1.4.** Satisfactory completion of formal school basic qualification, requalification, aircraft commander or instructor pilot upgrade course which includes instruction in a C-130 type simulator satisfies the simulator refresher course requirement.

**\*4.9.1.5.** Requests for waivers to simulator refresher training will contain proposed alternate means of attaining the training objectives.

**4.9.2. Instrument Refresher Course (IRC) [G130].** All pilots will complete the IRC IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*. AETC navigators and EWOs must attend an IRC that meets the requirements of AFMAN 11-210, *Instrument Refresher Course (IRC) Program*. This requirement may be met in a navigator/EWO specific course. Instructors must meet the requirements of AFMAN 11-210. In addition, navigators and EWOs must complete the IRC written examination (AETC only). ARC units may conduct refresher classes for those crewmembers unable to attend the formal course, IAW AFMAN 11-210.

**\*4.9.3. Navigator Refresher [G225].** Navigators will complete a refresher course as outlined in this instruction at attachment 3. 58 SOW will ensure all MC-130P navigators complete applicable items in Attachment 4, EWO Refresher Course, during Navigator Refresher. This training will be conducted by the formal school if the formal school has an operational Navigator Refresher course. ARC units may conduct refresher classes for those crewmembers unable to attend the formal course.

**\*4.9.4. EWO Refresher [G222].** EWOs will complete a refresher course as outlined in attachment 4. This training will be conducted by the formal school if the formal school has an operational EWO Refresher course. ARC units may conduct refresher classes for those crewmembers unable to attend the formal course.

**\*4.9.5. Flight Engineer Systems Refresher [G223].** Flight engineers will complete a systems refresher course as outlined at attachment 5. This training will be conducted by the formal school if the formal school has an operational Flight Engineer Systems Refresher course. ARC units may conduct refresher classes for those crewmembers unable to attend the formal course.

**\*4.9.6. CSO Refresher [G221].** CSOs will complete a refresher course as outlined in attachment 6. This training will be conducted by the formal school if the formal school has an operational CSO Refresher course. ARC units may conduct refresher classes for those crewmembers unable to attend the formal course.

**\*4.9.7. Loadmaster Refresher [G224].** Loadmasters will attend a loadmaster refresher course as outlined at attachment 7. Dual qualified and multi-aircraft qualified loadmasters will attend one loadmaster refresher course as outlined at Attachment 7. These course should courses should be alternated per aircraft qualifications. This training will be conducted by the formal school if the formal school has an operational



(FCOs comply with navigator requirements unless noted otherwise)

[illegible]

<b>Table 4.1 (Continued)</b> <b>[AFORMS]</b>	<b>P L T</b>	<b>N A V</b>	<b>E W O</b>	<b>F E</b>	<b>C S O</b>	<b>L M</b>	<b>S O</b>	<b>A G</b>	<b>D S O</b>	<b>F S</b>
<b>REQUIRED EVERY 36 MONTH</b> <b>(to end of month)</b>										
*Physiological Training; AFI 11-403 (Notes 1,12,27,32) [PP11]	X	X	X	X	X	X	X	X	X	X
*Water Survival Training Refresher; AFSOCI 11-301 (Notes 2,12) [LS03]	X	X	X	X	X	X	X	X	X	X
<b>REQUIRED EVERY 24 MONTHS</b> <b>(to end of month)</b>										
Aircraft Anti-Hijack; AFI 13-207 (Note 12) [G090]	X	X	X	X	X	X	X	X	X	X
Self Aid Buddy Care; AFI 36-2238 (Note 12) [G941]	X	X	X	X	X	X	X	X	X	
Small Arms Training (M-9); AFI 36-2226 (Notes 2, 12) [G280]	X	X	X	X	X	X	X	X	X	X
*Small Arms Training (M-16); AFI 36-2226 (Notes 2) [G286]				X	X	X	X	X	X	
Special Operations Planning Exercise; AFSOCI 11-403 (Notes 12,15, 23) [G061]	X	X	X	X	X	X	X	X	X	
<b>REQUIRED EVERY 17 MONTHS</b> <b>(to end of month)</b>										
*Aircrew Chemical Defense Tng (ACDT) AFSOCI 11-301 (Notes 2,12,15,23) [LS04]	X	X	X	X	X	X	X	X	X	X
*Authentication/Ops Codes; AFSOCI 11-403 (Notes 10,14) [G081]	X	X	X							
Combat Mission Training Refresher AFSOCI 11-403 (Notes 2,12,23) [G070]	X	X	X	X	X	X	X	X	X	
Crew Resource Management Refresher; AFSOCI 11-403 (Notes 1 (AETC), 3,12) [G230]	X	X	X	X	X	X	X	X	X	
CSO Refresher; AFSOCI 11-403 (Notes 3,7) [G221]					X					
*Egress Training, Non-ejection; AFI 11-301 (Notes 1,12) [LS08]	X	X	X	X	X	X	X	X	X	X
FARRP Refresher; AFSOCI 11-403 (Notes 4,19) [G201]	X			X		X				
Flight Engineer Systems Refresher, AFSOCI 11-403 (Note 3) [G223]				X						

[illegible]

<b>Table 4.1 (Continued)</b> <b>[AFORMS]</b>	<b>P L T</b>	<b>N A V</b>	<b>E W O</b>	<b>F E</b>	<b>C S O</b>	<b>L M</b>	<b>S O</b>	<b>A G</b>	<b>D S O</b>	<b>F S</b>
<b>REQUIRED EVERY 12 MONTHS</b> <b>(to end of the month)</b>										
*Ground Chemical Defense Ensemble; AFI 32-4001 (Notes 12,20,24,29) [G010]	X	X	X	X	X	X	X	X	X	X
Law of Armed Conflict; AFPD 51-401 (Note 12) [G100]	X	X	X	X	X	X	X	X	X	X
*Night Vision Device Refresher AFI 11-202 vol 1/AFI 11-301(Note 18)[LS16]	X	X	X	X	X	X		X		
<b>REQUIRED EVERY 6 MONTHS</b> <b>(to end of month)</b>										
*Buffer Zone/Identification Zone Procedures; USAFEI 11-201/PACAFI 13-201 (Notes 8,10,16, 31) [G075]	X	X			X					
*ISOPREP; AFI 14-105 (Notes 2,12, 15) [G120]	X	X	X	X	X	X	X	X	X	X
Threat Signal Recognition; AFSOCI 11-403 (Note 2, 3 (AETC)) [G073]			X							

**NOTES:**

1. Grounding item. Crewmember will not fly until current in this item.
2. Mission Ready item. Non-current/unqualified crewmembers are restricted to training missions (instructor supervision not required) and will not fly on exercise or contingency missions.
3. Training status item. Crewmembers will only fly in training status (under instructor supervision) until completed or current in this item.
4. Designated crews.
5. Applies to MC-130P navigators.
6. AC-130, EC-130E and MC-130P crewmembers only.
7. Completion of formal school qualification, requalification, aircraft commander, instructor pilot or instructor flight engineer upgrade including C-130 simulator instruction satisfies the requirement.
- \*8. CONUS aircrews are exempt unless they deploy to PACAF or USAFE area of responsibility.
9. Applies to MC-130H EWOs.
10. Does not apply to AC-130 FCOs.
11. Does not apply to AC-130 navigators.
12. Intel Officers on flying status must complete.
13. MC-130E/H crewmembers only.
14. Does not apply to MC-130E EWOs.
15. Not required for formal school aircrew instructors. If formal school instructors are deployed for contingency or exercise augmentation, these events must be completed prior to deployment.
16. Operations groups will tailor this training to their theater of operations.
- \*17. DELETED.
18. Does not apply to AC-130 Nav, FCO, and EWO
19. Does not apply to crewmembers who are not Hot Refueling qualified.
- \*20. Required within 90 days of assignment to a mobility position.
21. MC-130E/H/P crewmembers only.
22. Required for units equipped with AERPS modified aircraft. Training is accomplished in-flight.
23. Required for AETC aircrews if instructed in the formal school as part of an applicable syllabus of instruction.
24. Not required for AETC aircrews.
25. Applies to AETC navigators and AETC EWOs.
26. Applies to MC-130H/P Navs, EWOs, CSOs, and LM only as courses become available. May be combined with other refresher courses.

27. Physiological training is valid for 48 months for 352 SOG assigned and attached aircrews. For AFI 11-403 purposes, 352 SOG aircrews may be considered USAFE assigned.

28. Must be completed within six months prior to deployment to OCONUS locations.

29. Required every two years for AFRC units.

\*30. Optional for HQ AFSOC/19 AF/HQ AFRC/NGB personnel when conducting inspections and evaluations when accompanied by unit assigned and theater indoctrinated personnel.

\*31. 353 SOG aircrews require this training every six months. For the purposes of Buffer Zone/Identification Zone Training, 352 SOG aircrews are considered USAFE elements and are required to accomplish this training every 17 months (to the end of the month), normally in conjunction with IRC.

\*32. If AFI 11-403 permits a longer currency period, use the AFI 11-403 guidance (at the time of press, a period of 5 years between refreshers is pending in AFI 11-403).

**\*Table 4.2. Prorata Training Requirements.**

CONSECUTIVE DAYS NOT AVAILABLE DURING TRAINING PERIOD		SEMIANNUAL PERIOD MONTHS REMAINING						QUARTERLY PERIOD MONTHS REMAINING				
0-14 Days		6						3				
15-45 Days		5						2				
46-75 Days		4						1				
76-105 Days		3						1				
106-135 Days		2						N/A				
*136-165 Days		1						N/A				
*166 Days to 6 Months		No Requirements						N/A				
MONTHS REMAINING  SEMI-ANNUAL/  QUARTERLY		NUMBER OF EVENTS REQUIRED FOR SEMIANNUAL CURRENCY										
		24	18	16	12	10	8	6	4	3	2	1
		REMAINING REQUIREMENTS FOR SEMIANNUAL/QUARTERLY PERIOD										
6	3	24	18	16	12	10	8	6	4	3	2	1
5	-	20	15	13	10	8	7	5	3	*3	2	1
4	2	16	12	11	8	7	5	4	3	2	1	1
3	-	12	9	8	6	5	4	3	2	2	1	1
2	1	8	6	5	4	3	3	2	1	1	1	1
*1	-	4	3	3	2	2	1	1	1	1	1	1

**\*Table 4.3. Semiannual Basic Qualification Flying Training Requirements.**

REQUIREMENT	[AFORMS]	P	N	Other
Aircrew Proficiency Sortie (Notes 1,2,4,10)	[B010]	12	12	6
Local Proficiency Sortie	[B020]	1		
C-130 Sortie (Note 9)	[B481]	2	*1	2
<b>Pilot Proficiency Events</b>				
Total Takeoffs (Notes 1,3)	[B030]	18		
Night Takeoffs	[B050]	4		
Holding Patterns (Note 2)	[B060]	2		
Instrument Approaches (Notes 1,2)	[B070]	24		
Precision Approaches	[B080]	12		
Nonprecision Approaches	[B100]	12		
NDB Approaches (Note 8)	[B112]	1		
Circling Maneuver	[B115]	1		
Missed Approaches (Note 2)	[B110]	2		
Total Landings (Notes 1,3)	[B150]	18		
Night Landings	[B170]	4		
<b>Navigator Proficiency Events</b>				
Basic Nav Profile (Note 6)	[B015]		1	
Integrated Navigation Profile (Note 6)	[B016]		1	
Night Celestial Fix (Note 6)	[B350]		3	

**NOTES:**

1. Pilots must accomplish a takeoff, approach, and landing every calendar month. All other aircrew members must accomplish at least one of these events in the primary aircrew position every 60 days. Failure to do them results in loss of aircraft currency.
2. Fifty percent of these events may be credited in an Aircrew Training Device but only for volume not currency (ie. up to 12 instrument approaches may be credited but the instrument approach currency date will not be updated).
3. Instructors/Flight Examiners may not credit student/examinee events.
- \*4. Flight surgeons must fly at least 50% of their annual requirements in the primary unit aircraft for the unit to which they are assigned/attached. Flight Surgeons may credit no more than one sortie per calendar day. Flight surgeons must credit a minimum of one night sortie (a sortie on which either takeoff or landing and at least 50% of flight duration or one hour, whichever is less, occur between the the period of official sunset to official sunrise) per semiannual period. Notify command flight surgeon when time between flights exceeds 60 days for flight surgeons.
- \*5. DELETED
- \*6. Applies only to the 193 SOW
- \*7. DELETED
8. May be accomplished in a Aircrew Training Device.
9. Applies to C-130E qualified crewmembers only. See paras 4.4.1 and 4.5.2 for further guidance.
10. Dual qualified nav/FCOs will accomplish 50% of Aircrew Proficiency Sorties from each seat. 60 day currency may be updated from either seat.

\*Table 4.7. MC-130E Semiannual/Quarterly Mission Ready Flying Requirements.

REQUIREMENT [AFORMS]	A C	C P	N A V	E W O	F E	C S O	L M	D S O
CORE MISSION EVENTS	S/Q							
*Combat Mission Profile (Notes 5,11,18) [CT03]	8	8	8	8	3	3	3	3
Night Mountain TF (Notes 7,11) [TF03]	3	3	3		2			
*NVG Low Level (Note 11) [LA01]	3	3	3		1			
*Threat or Coastal Penetration (Note 9) [LA02]	1	1	1					
Airland Operations (Notes 4,16)								
Total Max Effort Takeoffs (Note 10) [ME01]	6	4						
Night [ME02]	4/2	2						
Total Max Effort Landings (Note 10) [ME03]	6	4						
Night [ME04]	4/2	2						
Self Contained App(Notes 3, 5,10,12) [NV02]	6	6	6					
Go-Around (Note 12) [NV03]	2	2	2					
Infil/Exfil (Note 9) [NV04]							2	
Total Airdrops (Note 9) [AD01]	6	6	12				6	
Personnel (Note 15) [AD03]	2	2	2				1	
High-Speed [AD07]	1	1	2				1	
Heavy Equipment (Note 8) [AD12]	1	1					2	
*Total CRS/CDS [AD15]	2	2						
*CRS (Note 6) [AD10]							1	
*CDS (Note 6) [AD04]							1	
Visual CARP (Note 13) [AD08]	1	1	2					
NVG CARP [AD02]			1					
Electronic Warfare Events								
*Ground Radar (Note 11,18) [EW02]				4				
*Airborne Intercept (Note 9,19) [EW03]				3				
Expendable (Note 9) [EW04]				1				

<b>Table 4.7 Continued.</b> <b>REQUIREMENT</b>	<b>A</b> <b>C</b>	<b>C</b> <b>P</b>	<b>N</b> <b>A</b> <b>V</b>	<b>E</b> <b>W</b> <b>O</b>	<b>F</b> <b>E</b>	<b>C</b> <b>S</b> <b>O</b>	<b>L</b> <b>M</b>	<b>D</b> <b>S</b> <b>O</b>
Comm Events (Note 11)								
Authentication [CS05]						4		
Secure Voice [CS08]						4		
Anti-jam [CS11]						4		
Command/Control Comm [CS13]						4		
Tactical Comm [CS14]						4		
<b>SPECIAL MISSION EVENTS</b>								
Total Inflight Refueling (Notes 1,4,10) [AR22]	4	1	2		2			
Night IFR [AR23]	2				1			
Helo Air Refueling (Note 10) [AR20]	4	1	4		4		2	
Night Helo AR [AR21]	2				2		1	
Formation Sorties (Note 17) [F100]	3	3	2					
Night Formation Sorties [F102]	2	2						
Formation Helicopter Refueling (Note 9) [F106]	2	2						
Weather Penetration/Lost Contact (Note 17) [F104]	2	2	2					
NVG Airland Operations (Notes 3,4,10,16)								
Takeoff [NV01]	6							
Landing (Note 5) [NV05]	6				3			
Go-Around [NV03]	2	2						
FARRP (Notes 9,14) [AR24]	1				1		1	
High Altitude Airdrop (Note 9) [AD05]			1					

**NOTES:**

1. Time period between events will not exceed 90 days for qualified contact pilots.
- \*2. DELETED.
3. NVG landing qualified pilots will accomplish 100% of the landing requirements and a minimum of two SCAs. SCAs will not be credited toward table 4.3 requirements.
4. Pilot instructors and examiners may not credit student and examinee events.
5. Do not exceed 60 days between events. Currency for Combat Mission Profile applies to AC, CP, N, EWO only. 60 day currency for SCA does not apply to NVG landing qualified pilots.
6. CRRC may be credited as CDS if airdropped using CDS procedures or as CRS if using CRS procedures.
7. A TF route flown in daylight IMC may be credited toward a night TF event.
8. Accomplish one actual drop using the A/A 37A-11 towplate (if operational). If towplate is not operational, pilots will accomplish one actual heavy equipment airdrop (non-towplate) and loadmasters will accomplish two actual heavy equipment airdrops (non-towplate).
9. Non-currency in any event in this subarea results in loss of currency in only that event.
10. Non-currency in any event in this subarea results in loss of currency for only this subarea.
11. Non-currency in any event in this subarea results in loss of mission currency.
12. Normally, pilots should accomplish this event during NVG Operations or IMC (ensure proper approval). However, pilots who are not certified to fly NVG SCAs may credit this event using non-NVG procedures.



13. Only the pilot or navigator calling the drop may credit this event.

\*14. Pilots and flight engineers will accomplish a FARRP every 12 months (to the end of the month).

15. AC, CP, NAV, and LM must complete one actual personnel airdrop.

16. Takeoff and landings may be credited toward basic takeoff and landing requirements and currency.

17. Non-currency in any event in this subarea results in loss of formation currency.

\*18. Fifty percent of these events may be credited in the MC-130E WST but only for volume not currency (ie. the currency date will not be updated only the number of events remaining). EWOs may only credit ground radars in the WST when accomplished during MOST. One ground radar may be credited during each MOST mission.

\*19. One airborne intercept event may be credited in the MC-130E WST semiannually when accomplished during MOST.

\*Table 4.8. MC-130H Semiannual/Quarterly Mission Ready Flying Requirements.

REQUIREMENT [AFORMS]	A C	C P	N A V	E W O	F E	L M	D S O
<b>CORE MISSION EVENTS</b>							
Combat Mission Profile(Notes 5, 11,17) [CT03]	10	10	10	10	3	6	6
Night Mountain TF (Notes 7,11) [TF03]	3	3	3	3	2		
*NVG Low Level (Note 11) [LA01]	3	3	3	3	1		
KU-Band TF (Note 10) [TF04]	1	1	1	1			
*Threat or Coastal Penetration (Note 9) [LA02]	1	1	1	1			
Airland Operations (Notes 4,15)							
Total Max Effort Takeoffs (Note 10) [ME01]	6	4					
Night [ME02]	4/2	2					
Total Max Effort Landings (Note 10) [ME03]	6	4					
Night [ME04]	4/2	2					
Self Contained App (Notes 3, 5,10,12) [NV02]	2	6	6	2			
Go-Around (Note 12) [NV03]	2	2	2	1			
Infil/Exfil (Note 9) [NV04]						2	
Total Airdrops (Note 9) [AD01]	8	8	12			8	
Personnel (Note 16) [AD03]	2	2	2			1	
High-Speed [AD07]	1	1	2			1	
Heavy Equipment (Note 8) [AD12]	1	1				2	
*Total CRS/CDS [AD15]	2	2					
*CRS (Note 6) [AD10]						1	
*CDS (Note 6) [AD04]						1	
Visual CARP (Note 13) [AD08]	1	1	3				
NVG CARP [AD02]			1				

<b>Table 4.8 Continued REQUIREMENT</b>	<b>A C</b>	<b>C P</b>	<b>N A V</b>	<b>E W O</b>	<b>F E</b>	<b>L M</b>	<b>D S O</b>
Electronic Warfare Events							
Ground Radar ( Note 11) [EW02]				4			
Airborne Intercept (Note 9) [EW03]				3			
Expendable (Note 9) [EW04]				1			
Radar Update (Note 9) [EW05]				6			
IDS Update (Note 9) [EW06]				6			
Other System Update (Note 9) [EW07]				3			
TA Event (Note 11) [EW08]				4			
<b>SPECIAL MISSION EVENTS</b>							
Total Inflight Refueling (Notes 1,4,10) [AR22]	4	1	2		2		
Night IFR [AR23]	2				1		
NVG Airland Operations (Notes 3,4,10,15)							
Takeoff [NV01]	6						
Landing (Note 5) [NV05]	6				3		
Close Interval Sortie (Note 18) [FO01]	1	1	1				
Close Interval Airdrop (Note 9) [FO02]	1	1	1				
Minimum Interval Landing (Note 9) [FO03]	2	1	2				
Simultaneous NVG Landing (Note 9) [FO04]	2	1	2				
FARRP (Note 9,14) [AR24]	1				1	1	
High Altitude Airdrop (Note 9) [AD05]			1				

**NOTES:**

1. Time period between events will not exceed 90 days for qualified contact pilots.
- \*2. DELETED.
3. Pilots will accomplish these events in their respective NVG crew positions.
4. Pilot instructors and examiners may not credit student and examinee events.
5. Do not exceed 60 days between events. Currency for Combat Mission Profile applies to AC, CP, N, EWO only. 60 day currency for SCA does not apply to EWOs and NVG landing qualified pilots.
6. CRRC may be credited as CDS if airdropped using CDS procedures or as CRS if using CRS procedures.
7. A TF route flown in daylight IMC may be credited toward a night TF event.
8. Accomplish one actual drop using the A/A 37A-11 towplate (if operational). If towplate is not operational, pilots will accomplish one actual heavy equipment airdrop (non-towplate) and loadmasters will accomplish two actual heavy equipment airdrops (non-towplate). AETC pilots may credit SATB airdrops for actual airdrops.
9. Non-currency in any event in this subarea results in loss of currency in only that event.
10. Non-currency in any event in this subarea results in loss of currency for only this subarea.
11. Non-currency in any event in this subarea results in loss of mission currency.
12. Normally, pilots should accomplish this event during NVG operations or IMC (ensure proper approval).
13. Only the pilot or navigator calling the drop may credit this event.
- \*14. Pilots and flight engineers will accomplish a FARRP every 12 months (to the end of the month).

15. Takeoff and landings may be credited toward basic total takeoff and landing requirements and currency.
16. AC, CP, NAV, LM must complete one actual personnel airdrop. Not applicable to AETC pilots and navigators.
17. Intel Officers on flying status must complete this event (6 per semi-annual period).
18. Non-currency in this event results in loss of close interval formation currency (including close interval airdrop, min interval landing, and simultaneous landing).

**\*Table 4.10. Basic Recurrency and Requalification Requirements.**

*1. Non-current less than 6 months: Show proficiency in deficient items to an instructor. In addition, pilots will perform a takeoff, approach, and landing.
*2. Non-current 6-24 months (unqualified): Qualification training as directed by unit commander, must include the following: Pilots require simulator refresher or refresher academics, written instrument exam, qualification exam, instrument and requalification flight evaluations. Other crewmembers will complete qualification exam, applicable refresher course, and a requalification flight evaluation. Previous instructors in an MDS may requalify directly to instructor status in that MDS.
*3. Non-current 24-60 months (unqualified): Crewmembers must complete requalification requirements IAW chapter 2. Previous instructors in an MDS may requalify directly to instructor status in that MDS.
*4. Non-current over 60 months (unqualified): Crewmembers must complete initial qualification requirements IAW chapter 2. Previous instructors may not qualify directly to instructor status.

**\*Table 4.11. Core Mission Recurrency and Requalification Requirements.**

*1. Non-current less than 6 months: Show proficiency in deficient items to an instructor.
*2. Non-current 6-24 months (mission unqualified): Mission qualification training as directed by unit commander, must include the following: completion of a written mission qualification exam and mission requalification flight evaluation. Previous mission qualified instructors may requalify directly to instructor status in those mission areas previously instructor qualified.
*3. Non-current 24-60 months (mission unqualified): Crewmembers must complete mission requalification requirements IAW chapter 3. Previous mission qualified instructors may requalify directly to instructor status in those mission areas previously instructor qualified.
*4. Non-current over 60 months (mission unqualified): Crewmembers must complete initial mission qualification requirements IAW chapter 3. Previous instructors may not qualify directly to instructor status.

**\*Table 4.11.1. Special Mission Recurrency and Requalification Requirements.**

*1. Non-current less than 6 months: Show proficiency in deficient items to an instructor.
*2. Non-current greater than 6 months (unqualified in that special mission): Complete all initial training and evaluation requirements for that special mission. For special mission qualifications which only require an initial certification by an instructor, certification may be regained by showing proficiency in that event to an instructor. Previously qualified instructors may requalify directly to instructor status in special mission events, if unqualified for a period less than 60 months.

\*Table 4.12. Combat Mission Training Proficiency Matrix.

TASK	A C	C P	N A V	E W O	F C O	FE	L M	CS O	G U N	SE N	D S O
Command and Control Structure	B	B	B	B	B	A	A	B	A	*B	B
Air Tasking Order (ATO)	C	B	C	B	B	A	A	A	A	*B	A
Employment Concepts and General Orders of Battle	B	B	B	C	B	B	B	B	B	B	B
Manuals and Publications	B	B	B	B	B	B	B	B	B	B	B
Support	B	B	B	B	B	A	A	A	A	*B	A
Weather	C	C	C	C	C	A	A	A	A	B	A
Intelligence	B	B	B	B	B	B	B	B	B	B	C
Safe Passage, Authentication, and Ops Codes	C	C	C	C	C	A	A	C	A	*B	A
OPSEC/COMSEC	C	C	C	C	C	C	C	C	C	C	C
Countering/Threats:											
Employment Doctrine	B	B	B	C	B	A	A	A	A	*B	C
Guidance Systems	B	B	B	C	B	A	A	A	A	*B	A
Capabilities	C	B	B	C	B	A	A	A	A	*B	C
Planning Considerations	C	C	C	C	C	A	A	A	A	*C	C
Electronic Indications (when applicable)	C	C	C	C	B	A	A	A	A	A	A
Visual Recognition	C	C	B	C	B	C	C	B	C	B	A
Defensive Maneuvers/Countermeasures	C	C	C	C	B	C	C	B	C	*B	A
Route Selection and Navigation	C	C	C	C	B	A	A	A	A	B	B
Low Level Considerations	C	C	C	C	C	C	C	C	C	C	C
Operation/Employment of Defensive Equipment	C	C	C	C	B	B	C	B	B	B	B
Emissions Control	C	C	C	C	C	C	B	C	B	*C	B
Aircraft Structural and Configuration Limitations	C	C	B	B	B	C	C	A	A	A	A
Briefings	C	C	C	C	C	B	B	B	B	*C	B
SOFPARS	B	B	C	C	B	A	A	A	A	*B	A
Inflight Reports	C	B	B	B	B	A	A	C	A	B	B
Judge Advocate	B	B	B	B	B	B	B	B	B	B	B

**KNOWLEDGE LEVEL DEFINITIONS**

**A** - Introduction to facts/nomenclature

**B** - Familiarization with principles and procedure. Can explain relationship of basic facts and state general principles about the subject.

**C** - Comprehension of analysis/operating principles. Can analyze facts and principles and draw conclusions about the subjects.

evaluations and certification for special events IAW AFSOCI 11-408, applicable AFSOC Form 672 or 19 AF Form 14, and Table 5.1.

**5.12.1. Inflight Refueling Contact (IFR) Qualification.** Conduct IAW the appropriate AFSOC Form 672 or 19 AF Form 14 followed by a special mission evaluation IAW AFSOCI 11-408. IFR contact pilots are trained and qualified in both seats. IFR pre-contact qualification is an instructor certified event. Units may select highly qualified pre-contact qualified pilots and copilots for upgrade to contact qualification. Upon completion of training and evaluation, these pilots will maintain currency IAW IFR aircraft commander criteria.

**5.12.2. Helicopter Air Refueling (AR) Qualification.** Conduct IAW the appropriate AFSOC Form 672 followed by a special mission evaluation IAW AFSOCI 11-408.

**5.12.3. GPS Integration.** A certified instructor navigator will conduct this training IAW T.O. 1C-130(H)H-1-4 and the "GPS Integration and SCNS OFP 41-03" AFSOC Form 672. Flight training is not required; academic and hands-on training (in a modified aircraft) takes approximately 4 hours. Make a "GPS Integration" entry in the AF 1381. Although not required, squadrons may track this training through AFORMS.

**5.12.4. Threat Penetration Altitude (MC-130P).** A certified instructor pilot will conduct this training IAW AFSOCI 11-202, Volume 9. Only mission qualified pilots will be certified to fly at these altitudes, copilots may occupy the copilots seat during this training. Make a "Threat Penetration Altitude" entry in the AF 1381.

**5.13. Dual Qualified Sensor Operator Upgrade.** The prerequisite flying time requirement is based on developing experience after initial qualification. Dual qualified sensor operator candidates should possess a demonstrated proficiency in their initial qualified position, knowledge, and judgment to effectively accomplish the unit's mission.

**5.13.1. Prerequisites:** Dual qualified sensor operator candidates will have a minimum of 300 hours AC-130 time.

**5.13.2.** Dual qualified sensor operator candidates are approved by the squadron director of operations. Squadron training (DOT) will forward requests for formal ground training to 16 OSS/DOT. 16 OSS/DOT will forward requests to HQ AFSOC/DOT and 19 SOS registrar. 19 SOS registrar will schedule ground training class dates and notify 16 OSS/DOT. 16 OSS/DOT will notify HQ AFSOC/DOT and squadron DOT in turn.

#### **5.14. Ground and Flight Training Requirements:**

**5.14.1.** The primary method of dual qualification upgrade ground training is satisfactory completion of the appropriate formal course. For approved in-unit upgrades, request courseware IAW paragraph 1.7.2.

**5.14.2.** The primary method of dual qualification upgrade flight training is satisfactory completion of approved in-unit training and the guidance below:

**5.14.2.1.** Flying training lessons will be conducted IAW AFSOCI 11-403 and HFI 36-2201, *Formal Aircrew Training Management*. Where conflicts exist between these instructions, comply with AFSOCI 11-403.

**5.14.2.2.** Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, the training sequence may be changed by the unit commander.

**5.14.2.3.** There should be minimum time lapse between training missions, and every effort should be made to complete mission qualification training requirements within 120 days.

**5.14.2.4.** Crewmember requirements may be conducted on training or operational missions under the supervision of an instructor. Comply with restrictions in AFSOCI 11-202.

**5.14.2.5.** Conduct flight evaluation IAW AFSOCI 11-408.

**5.15. Dual Target Attack Qualification.** FCO Dual Target Attack candidates will have a minimum of 250 hours of AC-130H/U time.

\*Table 5.1. Special Mission Evaluations and Instructor Certified Events.

SPECIAL MISSION EVALUATIONS	AC	EC	MC/P	MC/E	MC/H
*Helicopter Air Refueling (P)				X	
Inflight Refueling Contact (P,CP)	X	X	X	X	X
NVG Landing (P)			X	X	X
Night Low-Level (P, CP, N)	X				
NVG SCA (LN)			X		
INSTRUCTOR CERTIFIED EVENTS	AC	EC	MC/P	MC/E	MC/H
Basic Qual Instructor Pilot (P)				X	
Benson Tank Operations (FE, LM)				X	
BLU-82 (LM)				X	X
*C-130E (P,CP,N,FE) Note 5	X	X	X	X	
CDS (P,CP)			X		
Close Interval Operations (P, CP, N, FE) Note 1					X
Dual Target Attack (FCO) (Note 3)	X				
FARRP (P,FE,LM)				X	X
*Flight Examiner (ALL)	X	X	X	X	X
Formation Downwind Recovery (P)			X		
*Formation Helicopter Refueling (P,CP,N,FE)				X	
Formation Overhead Recovery (P)			X		
GPS Integration (N)			X		
Helicopter Loading (LM)				X	X
*Helicopter Air Refueling (CP,N,FE,LM)				X	
High Altitude Airdrop (N)			X	X	X
*Infil/Exfil (LM)			X		
Inflight Refueling Instructor (P)	X	X	X	X	X
Inflight Refueling Precontact (P,CP)	X	X	X	X	
*Inflight Refueling (N)					X
Inflight Refueling (N,FE,) (Note 4)	X	X	X	X	
*MC-130E (LM)					X
*MC-130H (LM)				X	
Night Low Level (FE, FCO)	X				



\*Table 5.1. Continued.

INSTRUCTOR CERTIFIED EVENTS	AC	EC	MC/P	MC/E	MC/H
NVG Airland (FE)			X	X	
NVG Airland Instructor (P)			X	X	X
NVG HUD (P,CP)				X	
NVG SCA (P,CP)			X	X	
Personnel Drop (LM)			X		
Psyop/Leaflet Drop (N,LM)			X		
SOFI (P,CP,LN,RN,FE,CSO,LM)			X		
Threat Penetration Altitude (P)			X		
Touch and Go Landings (P) Note 2	X	X	X	X	X

**NOTES:**

- \*1. Pilots will be designated as "Close Interval Operations/MP" (Mission Pilot) or "Close Interval Operations/MC" (Mission Co-pilot) certified.
- 2. Aircraft Commanders must possess a minimum of 100 hours in command of C-130 type aircraft prior to certification.
- 3. AC-130U FCO only.
- 4. Basic IN's may instruct IFR.
- \*5. This qualification should only be entered on the AF Form 1381 if the individual became qualified by conversion training (primary MDS to C-130E) IAW para 2.7. Individuals who became C-130E qualified through a flight evaluation do not require this entry.

## Chapter 6

### AIRCREW TRAINING RECORD

**6.1. General.** The AFSOC Form 670, *Aircrew Training Record*, contains the AFSOC Forms 671, *Training Comments Record*, and the applicable AFSOC Form 672, *Training Progress Record*, for the type training and aircrew position. Comply with the following instructions for management of the AFSOC Form 670. Formal schools training AFSOC aircrews will use their command's equivalent forms. Instructions for completing the 19 AF Form 15, the 19 AF Form 14, *Aircrew Training Progress Record*, and the 19 AF Form 13, *Aircrew Comments Training Record*, are contained in 58 SOWI 36-2201.

6.1.1. Initiate an AFSOC Form 670 for any aircrew member beginning:

6.1.1.1. An AFCAT 36-2223 formal school (either by primary or secondary method).

6.1.1.2. Theater/unit indoctrination.

6.1.1.3. Special mission event upgrade training.

6.1.1.4. Corrective action required as a result of a flight evaluation other than end-of-course evaluations. This requirement may be waived by the unit commander if corrective action is limited and would not warrant the initiation of a training folder. If initiated, the flight examiner who evaluated the aircrew member will enter comments pertinent to the training deficiency on the AFSOC Form 671.

6.1.2. Do not insert training forms in flight evaluation folders.

6.1.3. Maintain "active" AFSOC Forms 670 in a location readily accessible to instructors, trainers, supervisors, and the individual aircrew members in training. Training folders should be maintained in the squadron that students are assigned or attached to for flying.

6.1.4. Formal schools will, after the student's graduation, send the AETC or AFSOC Form 670 to the student's gaining unit.

6.1.5. Unit training managers will retain AFSOC Forms 670 from formal school training and in-unit upgrades for 1 year.

6.1.6. The instructor is responsible for documentation placed in the training folder for the aircrew member receiving training. The training folder must be available for the student to review.

**6.2. Instructions for Documenting Aircrew Training (Form 670).** Comply with the following instructions for documenting aircrew member training in the AFSOC Form 670, *Aircrew Training Record*.

6.2.1. **Student Information (Cover).** Provides student and course information.

6.2.1.1. Name/Grade. Self-explanatory.

6.2.1.2. Aircrew Position. Enter current aircrew position and level of qualification. For aircrew members in an upgrade program, enter aircrew position to which they are upgrading.

6.2.1.3. Unit of Assignment. Self-explanatory.

6.2.1.4. Type of Training. Enter formal course title or for special mission event qualification, enter type; i.e., Inflight Refueling, High Altitude Airdrop, NVG Landings, etc.

6.2.1.5. Course Number. Enter only AFCAT 36-2223 formal course number; i.e., C-130 ACQ, C-130 PIN, etc., otherwise leave blank.

6.2.1.6. Class Number. Enter formal school class number; otherwise, leave blank.